

Ma McLeod
NEWS *on the* **DOT**

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

JUNE, 1954





Two departmental icebreakers, the C.G.S. "d'Iberville" (Capt. C.A. Caron) and the C.G.S. "Ernest Lapointe" (Capt. R. Marchand) created icebreaking history this spring by breaking a channel through to the Port of Montreal one week earlier than ever previously attempted. To commemorate the event, the Montreal Board of Trade Associates, 200 strong, presented each of the captains with a suitably inscribed placque mounting a gold ice-pick, while aboard the icebreakers operating in the harbour. Another voyager on the icebreakers on that occasion was 10-year old Peter Fried of Montreal, a guest of the Minister of Transport. Peter is shown in the above pictures with Captain Caron autographing the ship's book for him; at the steering wheel of the "d'Iberville" under the watchful eye of Boatswain Marcel Dubuc and being welcomed aboard the "Ernest Lapointe" by Captain Marchand.

THIS IS THE STORY OF A LITTLE BOY WHO DECIDED HE WANTED A RIDE ON AN ICEBREAKER

Minister of Transport,
Ottawa, Ontario.

February 16, 1954.

Dear Sir:

I am ten years old and would like two tickets for a ride on the icebreaker and please tell me when and where I have to get on. Thank you.

Yours

Peter Fried

Dear Peter,-

It gave me pleasure to receive your nice letter.

So you would like a ride on an icebreaker! Usually we do not allow children on board when the icebreakers are working. The job of icebreaking is so very important and everyone concerned is so very busy that they might interfere with the operations.

However, we will make an exception in your case and will arrange for you to go aboard when the icebreakers work their way close to Montreal. This will not be until early in March. You will be responsible to an officer of the Department of Transport who will meet you at the ship. During the trip I know you will want to help in any way you can. You can best do this by obeying this officer promptly while in his charge.

Because I am personally interested in your icebreaker trip, I should like to know more about you, Peter. I should like you to write to me, telling me something about yourself and perhaps enclose your picture with your letter. Some of the things you could tell me are where you go to school, what grade you are in, what you like best about school, how you became interested in icebreakers, and what prompted you to ask permission for a trip on one. Also, give me your telephone number so that we can get in touch with you when necessary. You will be told when and where you can board the ship as soon as we have a definite date for you.

I shall be looking forward to hearing from you.

Yours sincerely,

Lionel Chevrier

Dear Sir:-

I was very glad to receive your nice letter and I am looking forward for the trip on the icebreaker.

Now I'll tell you something about myself. I was born in England and came to Canada a year and a half ago. Now I go to Van Horne school fifth grade. My teacher, Mr. Jones, told our class about the icebreakers and told us to write to you to ask permission for a ride. I enjoyed my trip in the boat when I came to Canada that is why I would like a ride in an icebreaker. In this letter you will find a photograph (one photo).

Yours

Peter Fried

Dear Mr. Chevrier:

I want to thank you very much for letting me go on the icebreaker and please thank Mr. van Allen for taking me around. I really enjoyed my trip on the C.G.S. "d'Iberville" which is one of the nicest ships I have ever seen. As well as nice it is so interesting that when the trip ended I was really sorry. I just want to thank you and Mr. van Allen once more for the treat which I will always remember.

Yours

Peter Fried

How to get your PIX IN PRINT

When 'News on the Dot' uses one of your photos it's quite all right to say something like this to your office pals.

"See page 6 this issue, boys? That's what I call good photography. And note the credit line."

Then it's usual to get extra copies for friends to draw attention to the fine photographic art on page 6.

But what about the shot that wasn't used? You know, the one you practically broke both your arms to get and then that (censored) editor didn't use it - doesn't appreciate Art; was dropped on his head; wouldn't know a good pix from his elbow; etcetera and I'll (censored) if I ever send in another. Let him scream!

It could have been too sexy - but that's not likely. It could have been too fuzzy. It could have been too dark or too light. But these aren't likely either. Probably it just wasn't interesting - didn't tell a story, or show someone doing something. These are the most common reasons why a picture is unsuitable for publication, but some prints just won't make good engravings and hence can't be printed.

To help you get more pix printed, here are some do's and some don'ts.

DO:

Make sure the light is good and that the sun is at the right angle for interesting shadows. Avoid having a subject's face in shadow when everything else is brightly lit.

Watch your exposures - use a meter if you have one.

Get people into your pix and have them doing something as interesting as possible.

Keep backgrounds simple - give your subjects a chance.

Spend some time arranging the composition of the picture - it's time well spent, for it often means the difference between a dilly and a dud.

Shoot the exotic. News has been defined as, simply, the unusual. People like to see strange places. You might easily combine the two by using your camera when visiting new places.

Pick a fresh camera angle. Perhaps you don't visit any new places and don't do anything unusual. Then try a new angle on an old subject - a high angle or a low one.

Crop your pictures carefully before they're enlarged. You may have a masterpiece within a small section of the negative, but it may take some study to find it.



To get one of your pix in print try to get good contrast, sharp focus and good lighting. But even more important, do try to get some action or story telling into the photo.

Use a flash fill-in for strong shadows, especially for faces. At times your subjects' faces almost have to be in shadow while sunlight floods the rest of the scene. A flash bulb will bring the faces to light.

DON'T:

Don't just point the camera and shoot. Take a little time to get a nicely balanced picture.

Don't let your subjects just stand there gawking into the camera. Get them to do something.

Don't use cluttered backgrounds - they confuse what's in the foreground so that you can't see either clearly.

Don't take objects (ships, for instance) that are too far away and so will be too small on the finished print.

Don't forget to keep your lenses clean and to focus properly.

Don't forget to hold the camera steady and squeeze the release instead of banging it and jiggling the camera.

Don't use a slow speed if you can use a faster one. The limit for a hand-held camera is about 1/25th of a second, but use 1/100th if you can. If you have a box camera hold it steady against your body, hold your breath, and squeeze the shutter release.

But if you ever come across a hot news shot - a shipwreck, rescue, a waterspout at sea - don't pass them up because they're too far away, the sun isn't bright enough, or the cloud effect isn't just perfect. Grab your camera, shoot, and hope! Many a technically poor picture is printed because its news impact makes up for its flaws.

Now, where does the photoengraver fit into your picture? He's the man who makes a copper or zinc printing plate from your photo, and the plate is called a halftone or, commonly, a cut. It's a fairly complicated procedure and while the engraver can duplicate photographic effects quite faithfully, there are limits. These simple rules will help you to keep within those limits:

1. Your picture must be sharp - that is, in focus. A fuzzy picture will make an even fuzzier engraving.

2. Make your prints on glossy paper. They may be made on matte, but the engraver likes glossy because it gives sharper contrast. Color film and colored prints don't reproduce very well in black and white, for the colors are changed to varying shades of grey when printed.

Continued on page 5



The object here is so far away that the photo is a total loss. The eye in this case isn't reliable - use your view finder to see how it looks in the camera.

MARINE AGENT HONORED ON SHIP



"Good Luck Tom" - Col. Dixon, left, makes farewell presentation to former DOT district agent, Victoria, Tom Morrison. (Photo - Victoria Daily Times)

March 5th last was known as "Tom Morrison Day" along the Victoria waterfront and particularly aboard the lighthouse tender "Estevan". The bluff, outspoken, tall and craggy veteran of 54 years afloat and ashore retired from his position as District Marine Agent for DOT. Nearly 100 of his friends of the Department from lighthouses, weatherships, lighthouse tenders, shore workers, and office workers gathered on board the "Estevan" to bid the "boss" goodbye. They gave him a 21-inch television as a present and Mrs. Morrison was presented with a bouquet. Col. Keith Dixon who took over Mr. Morrison's duties made the farewell speech.

"In some respects, this is a sad occasion", he said. "A man who to many of us has proved himself a friend as well as a boss is now relinquishing one of those roles. We hope he will continue in the other role for many years to come. His service covers six reigns and it is most appropriate that in the last year of service and in the sixth reign he was presented a Coronation Medal."

He paid tribute to Tom's heartedness and capacity for helping other people, his keen interest in the service, his enthusiasm and capacity for work.

Tom Morrison first started in the government service in 1900 as a mess boy in the C.G.S. "Quadra". Since then he served on various ships along the B.C. coast, his last position being Chief Engineer of the "Estevan" in 1935. He was appointed Superintendent of Lights in 1943 and District Marine Agent, Victoria in 1948.

Mr. Morrison was born in Duncan, B.C. went to school in Alberni; started in the original log school house which was built by the early settlers by "bees". In 1917 Mr. Morrison joined the Royal Engineers and arrived in England in charge of 250 horses. While on a tug from London to Malta with a large refrigerator barge in tow, he was shelled by a German submarine and taken prisoner. While on board the submarine he witnessed seven large steamers and several small craft sunk by the raider. He was finally taken to a prisoner of war camp at Brandenburg where he carried on a school for 27 English boys under 17 who had been captured by other raiders. None of them were released until the end of hostilities.

When Mr. Morrison returned to Canada in 1919 he joined the "Newington" as Chief Engineer and was stationed at Prince Rupert till 1926 and then transferred back to Victoria as 2nd Engineer of the C.G.S. "Estevan". This ship was just two years old when Tom Morrison first went aboard her as second engineer in 1913.

NEW MARINE AGENT

Col. Keith Dixon took over the duties of District Marine Agent, Victoria, on March 6, on the retirement of T.E. Morrison. Col. Dixon steps up from the position of Superintendent of Lights which he had held since 1949.

His first appointment to the Department was in 1941 when he was made Marine Agent at Prince Rupert while on active service. He did not take up the appointment until 1946.

Mr. Dixon was born in Yorkshire, England, graduate of University of Sheffield. He came to Canada in the spring of 1920 after serving in the 1st World War in both Egypt and Palestine. From 1921 until 1933 he was with the C.P.R. engineering department on location and construction from Ontario to B.C. He came to Victoria to make his home in 1937.

Col. Dixon was appointed assistant provincial commissioner to the Boy Scouts in 1949 and led the B.C. contingent to the Canadian Scout Jamborees in 1949 and 1953.

The new District Marine Agent is a Member of the Engineering Institute of Canada, M.E.I.C. and Registered Professional Engineer, P.Eng. He is commanding officer of the 5th (B.C.) Regiment.

LAKE WINNIPEG IS LARGE - ALSO

It is not generally realized - and many Manitobans do not know it - that Lake Winnipeg, in their midst, is larger than one of the so-called Great Lakes. Yes, it could spread all over Lake Ontario (shh! Torontonians do not know it, either!) and still have plenty of square miles left over. It would stretch from Ottawa to Hamilton; it would almost cover Lake Erie, and it is practically the length of Vancouver Island. But too much cannot be said about its depth; 60 feet is deep - on Lake Winnipeg, and much of it is nearer 40, although one deep hole of 200 feet is known to occur. The too-gently-sloping east shore causes shoals far from land, and all the river-mouth harbours have difficult, rock-studded approaches.

Yes, at many places, the bottom is far too close to the top, and here is where D.O.T. comes in with Aids to Navigation. For where fish can swim there boats must go, and many a flourishing fish-house is behind such reefy barriers that only proper knowledge and right use of markers can ensure safe passage in and out. The commercial catch on Lake Winnipeg is a very important item in the trade of Manitoba, as well as in the economy of Canada as a whole, since the bulk of the

product goes south of the border to earn us U.S. dollars.

Fast fish freighters form the most active navigation during the summer season, and main-course navigation lights are maintained at intervals along the roughly 300-mile length of the lake, since, once loaded with their highly-perishable freight, these boats must make non-stop runs to their firm's freezers at Gimli or Selkirk. Some go on to Winnipeg, which is reached by a 40 mile trip up the Red River and the passage of the St. Andrew Lock.

Many tourists also sail these waters, and find a delightful trip in visiting either Beren's River or historic Norway House, where alike there are Hudson's Bay trading posts, Indian schools, mission stations and hospitals, and, above all, the unforgettable scent and scenes of the wide open spaces and the unspoiled Northland. It is no wonder that steamer bookings for the season are often completely filled before the summer starts. Many of our friends from the South have an earnest desire to see the aurora, or Northern Lights while in these latitudes; of course we do our best to accommodate them, but usually have to leave final arrangements with the Met. boys. N. Payne, Marine Sub-Agent, Selkirk, Man.



Captain Chouinard, right, Master of DOT vessel Saurel and Marine Agent Theakston. "The Saurel lost her propeller here," says the captain. (Photo courtesy of Robert Norwood, Halifax Herald-Mail Star).

In the Saga of the Seas DOT icebreakers have turned in a remarkable record of performance on errands of mercy. One of these episodes is embraced in the operations carried out last March off the coast of Newfoundland. A sealing vessel, the "Arctic Prowler" had been working off the east tip of the island when ice drifted towards her on all sides until she was completely surrounded by it, trapped with seventy-five man crew aboard. It was a case of either waiting until the ice melted or drifted out again. The sealer had been trapped in the ice for ten days when she sent out an SOS call of distress to the Marine Agent at Halifax who dispatched a message to Captain Chouinard of the icebreaker C.G.S. "Saurel," to proceed to the assistance of the endangered ship.

The icebreaker was ready to leave on her mercy mission within hours, but she was heading into trouble. By nightfall the sturdy ship was bucking heavy seas, with a snow storm as an added discomfort. Captain Chouinard reported that one of his men was nearly washed overboard during the height of the storm. Coming into the Strait of Belle Isle the "Saurel" met packed ice, but Captain Chouinard, veteran mariner in the icefields, was able to make good progress zigzagging through drifting chunks of ice. When within only four miles of accomplishing her mercy mission, the "Saurel" lost one of her propellers thus preventing the icebreaker from reaching the distressed sealer.

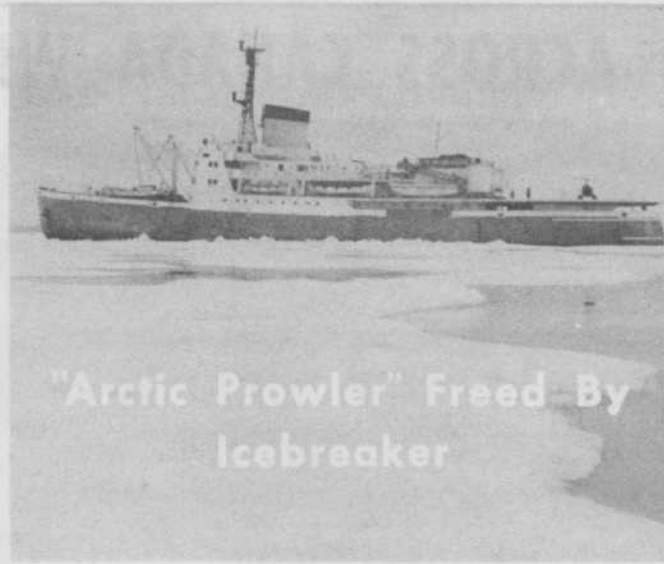
The captain was forced to turn the "Saurel" back and again ran into heavy weather. Bucking howling winds and thirty hours of snow, while limping home on one propeller the ship had to seek shelter several times. "The going was tough at times and there weren't many dull moments" Captain Chouinard reported.

Captain Chouinard has spent the past twenty-four years in the service of the Department of Transport. Born on Egg Island, a small island north shore of the Gulf of St. Lawrence, where his father was lightkeeper for thirty nine years, the captain early cultivated a love for the sea and the adventures of a seafaring life. He started out on sealers and was right

PIX IN PRINT
continued from page 3

3. Try to get contrast into your pictures. For instance, a shot taken on a rainy day will usually be a dull grey all over, with not much contrast between the blacks and whites. In sunshine, however, the black shadows will contrast nicely with, say, the faces of your subjects or other light objects.

4. Of course, sunlight by itself doesn't guarantee a contrasty picture. You must pick your subjects to give you that. But there's something else you can do - ask to have your pictures developed for contrast, and have them printed on a



at home gaffing on the ice fields. During his service with DOT, Captain Chouinard has freed countless number of ships trapped in ice and has participated in many rescue operations. On one trip the mercy ship rescued sealing crews of two ships from the icefields after the ships had been lost.

Captain Chouinard is quoted by the Halifax Mail - Star as saying "There's never a dull moment, you're going one place to assist a ship - then you're away again to help another you're on a mercy mission one day and bucking through ice fields the next. Everytime you free a ship or bring relief to someone suffering - you get a lot of satisfaction."

While the "Saurel" went into drydock to replace her damaged propeller another DOT icebreaker, the new and powerful C.G.S. "d'Iberville" under command of Captain Caron was dispatched to the rescue of the "Arctic Prowler". Here she gave a first class demonstration of the effectiveness of her greater weight and power so necessary for Arctic operations. It took the "d'Iberville" just six hours to open a path through the heavy ice to free the trapped sealer, although in places she had to fight her way through rafted ice which had piled up thirty to forty feet. The captain and crew of the "Arctic Prowler" were most happy to greet Captain Caron when he came aboard for they had been sixteen days "on ice." The "d'Iberville" supplied fresh water to the sealer then escorted her to clear water where she was able to proceed on her own.

The "d'Iberville", an impressive looking ship designed and constructed for special operations in Arctic waters, attracted a great deal of attention when she berthed at North Sydney. After her mission of mercy to free the "Arctic Prowler" and before proceeding to North Sydney, the icebreaker sailed to the port of Gaspe to refuel the icebreaker "Ernest Lapointe" which was engaged in clearing that harbour of ice.

The "Queen of the Arctic Seas" by which the "d'Iberville" is known is now getting prepared for her northern voyage this summer.

Captain Caron has been going to sea since 1918. In 1926 he joined DOT and last year, he was Master of the "d'Iberville" on her maiden voyage to the Arctic. The "d'Iberville" was one of the Canadian ships in the Coronation review last year off Spithead, England.

paper that will emphasize the contrast.

'News on the Dot' wants your photographs, even if no story goes along with them. A caption of course would be necessary - a picture story. So - - keep your lenses clean, focus true, camera steady, composition good, light strong and subjects doing something. We'll be looking for your results in the next issue. Good luck!

Credit for technical information goes to Gerry Moses, Graphic Editor of Imperial Oil.

ACROSS CANADA WITH D O T REPORTERS



PRESENTATION OF CAMERON TROPHY, WINNIPEG D.O.T.-R.A. ANNUAL SPRING BANQUET. Left to right: W.E. Fenn, Acting D.C.A.S.; L. Millidge, Skip; A.E. Philpott, Third; Jay Scott, Second; P. Lavallee, Lead.



GUESTS AT HEAD TABLE: L to R - Mr. & Mrs. P. Lavallee, Mr. & Mrs. L. Millidge, Mrs. W.E. Fenn, Mr. Fenn, MC J.C. Rauscher, Mrs. Rauscher, Mrs. J. Scott, Mr. Scott, Mrs. A.E. Philpott, Mr. Philpott.

Photos by Nels Harvey

WINNIPEG

The annual spring Banquet and Dance of the Winnipeg D.O.T.R.A. was held in the Roseland Dance Gardens on April 2 with approximately 300 guests in attendance.

In the absence of W. Lawson, District Controller of Air Services, W.E. Fenn, DRAE, gave a short speech prior to the presentation of curling prizes, including the Cameron Trophy, which was donated by former DCAS at Winnipeg, H.D. Cameron, for annual competition.

This year's winner of the trophy, a rink from Engineer's office, Winnipeg, was skipped by Lauder Millidge, District Airways Engineer. Mark Gordon, besides losing a close game for second honours, had a few other minor headaches during the year in managing the schedule, but succeeded in doing a very fine job appreciated by all curlers.

Mr. Fenn was introduced by Jim Rauscher, president of DOTRA at Winnipeg.

Guests included Ross Screaton, President of the Royal Canadian Flying Clubs Association and Mrs. Screaton; Charles Graffo of Graffo Flying Service and Ron Williams of Imperial Oil Co., and representatives from the Winnipeg Flying Club and business firms with which the Winnipeg District Office does business.

A supper gathering at the Winnipeg Flying Club on March 30th. was attended by DOT and Flying Club Association officers.

This event was held during the visit of the Assistant Controller of Civil Aviation, Ken Main, and the Secretary of the Flying Club Association, George Hurren.

MONTREAL C.H. Skelton

G.J.C. Merrilees, Accounts Section, recently acquired a new camera. He has been around photographing members of the staff at work and in their leisure at noon hour.

H. Gourdeau, Dist. Supt. Airways



Others in attendance included DSAR F.W. Bone, Inspectors R. St. John, D.C. Craton, R.J. Crossley and the Winnipeg Airport Manager, Keith Robinson. From "Spotlight" Winnipeg News Bulletin.

VANCOUVER

The Vancouver Airport Bowling League wound up a most successful 1953-54 season with a banquet and dance at "Baker's Spring Gardens" hall, Kerrisdale district, on Friday May 14, 1954.

Ninety-five members and escorts sat down to a very tasty meal which was uninterrupted by speeches and stragglers dropped in later, swelling the crowd to one hundred ten.

After the banquet, the president, "Hal" Rogers of "BNP" called on Roy Taylor of "Met" to introduce DCAS "Don" Cameron who presented the prizes. Roy warned the DCAS that longwinded speeches were taboo, so, stuffing his speech into his pocket, Don proceeded to warm up by reminiscing, much to everybody's amusement, and also embarrassment to Dan Vittory of Airport Met. fame. (Don used to be with Vancouver Airport Met. in his earlier years.)

League regulations forbid the winning of more than one prize, and some of this year's winners had a choice, as they actually won more than one item. Vi Brown and Roy Taylor both won high three and high average in their respective sex divisions, but relinquished the high three in favour of the high average. These prizes were given to Evelyn Miles and Jack Wright, the runners-up.

The prize winners were: - Ladies high single, Margaret Rice; Men's high single, Dan Ross; Ladies high three, Evelyn Miles; Men's high three, Jack Wright; Ladies high average, Vi Brown; Men's high average, Roy Taylor. Winning team - "Synos" consisting of: - Gordie Brooke, Capt., Ruth Hollinger, Pete Hollinger, Inez Smith, Morley Gorbach, Eric Paget (Spare).

The "Synos" won the three game playoff. Congratulations Gordie on that wonderful 770 total that turned the trick.

Of the fourteen teams in the league, the "Meteos", "Rockets" and "Synos" are from Airport Met., the "Gremlins" from teletype, "Avrad" from Radio, "Skyways" and "Aircops" from A.T.C., "Airways" and D.C.A.S. from H.Q. office staff, "Northstars" from T.C.A., "Airlines" from Pacific Western Airways, "Stranraers" and "Mechanics" from Q.C.A. and "B.N.P." a semi-public airways flying out of Vancouver.

After the prize-giving ceremony had been completed, the tables were cleared and removed and small tables placed at strategic locations around the hall. The men folk headed for the coat racks (A special licence had been obtained) and the entire assembly soon entered into the spirit of the occasion.

A special note of thanks is extended to the Met. and A.T.C. group, who dug into their "Coke" fund and provided the "Where-with-all" to hire a four-piece orchestra. This live music certainly pepped up the activities (as if it needed it) and everyone had a most enjoyable evening. (No cliques or pulling of rank).

During a lull between dances a crowd had gathered around one of the tables. On investigating, your reporter found that Hank Matthison was telling his "Blowing out the candle" joke, fully dramatized. Hank has missed his calling. Hank incidentally looks after the compiling of averages and checking of score sheets. He also types out the next weeks average list and team standing form. Thanks for a good job Hank.

Dancing continued until one o'clock and everyone agreed that this year's affair was the best ever.

Continued on page 8

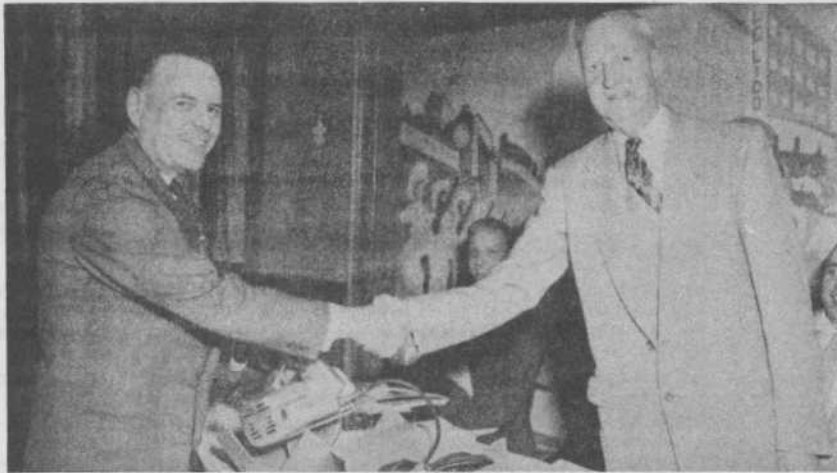
A. High, District Accounts; Miss P. Dumont, Code Clerk.

F. Richards, Radio Technician; D. Grenon, Admin.; B. St. Germain, Personnel and A. McCaughan, D.A.I. Accounts.



TORONTO

AT THE ANNUAL DINNER MEETING OF THE AIR SERVICES C.S.A. AT CHEZ PAREE: Miss Diane Copeland (R) is presenting Mrs. J.A. MacPherson with a barometer, the gift of employees at Met. HQS. At the rear are Bernice Sherman and F.A. Page. Miss Sherman is secretary and Mr. Page is president of the ASCSA. -- Former president Major A.G. Condie (R) is presenting J.A. MacPherson with a skill-saw, the gift of his fellow employees at Met. HQS, in recognition of his excellent work during the past five years as president and one of the founders of the Met. Service Credit Union. Frank Harris, treasurer of the ASCSA, is seated in front of the parisien mural.



GLEANINGS FROM GANDER

Gander's townsite is developing rapidly. Over a quarter of a million dollars has been pledged by Gander's residents in sacrificial church building campaigns by Gander's three main churches. Some stores will move to the townsite this year, and it will not be long before plans are made to raise money for schools.

For the first time in the three years that a trophy has been awarded in the Gander B (for "bush") Hockey League, it has been won by the Met team. Captain Ade Lenahan is shown here holding the trophy. President of the Gander Hockey Association, Tom Godden, is presenting Gord McKay with an individual award. Others shown in the picture are Don Blackmore, Steve Nikleva and Al Evenson.



Photo by Des Wright

The new "cry" in the met. office is "No more ditto." The newly acquired automatic duplicating machine does a much nicer job for the 1500 copies of forecast documents required each day, and easier on the hands and clothing.

Forecaster Bob Duquet is a "Ham" operator and almost daily chats around the world with CW over his station VO2G. Not long ago Bob got several fellows to help him put up a 60 foot mast on top of his apartment building. Everything went well until Bob got up on the roof and discovered he suffers from acrophobia. Happily he was aided in his descent by a rope tied to the roof ventilator.

Several forecasters were able to make familiarization flights this spring. Fam flights are generally a wonderful experience, but they do have hazards. Conn Sutherland arrived in London, and came down with pneumonia. This meant three weeks in London, but in bed. Conn says all he saw of London was a couple of chimneys and the view from a taxi.

Recent staff transfers include Alfred Moakler from Goose, and in the near future Cec Saunders is going to Sydney.

Fly fishing started with the Easter holiday as Bert Peddle, Austin Hollett and Clarence Rowing hiked the long way along Burnt Brook to Soulies Pond. Bert landed fourteen beauties.

Bob Stark

WINDSOR

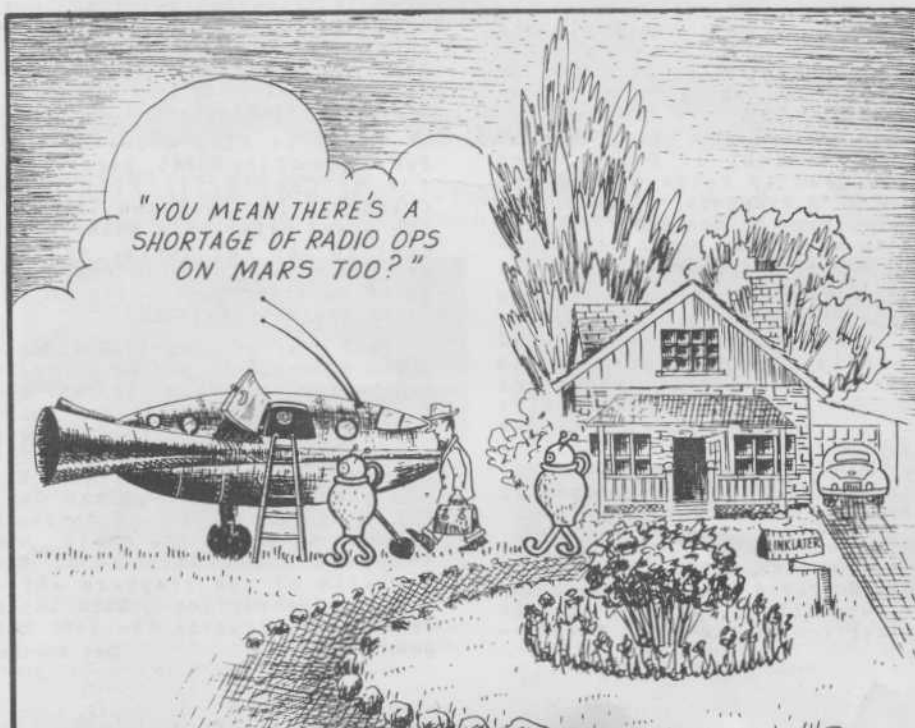
At about 2.30 a.m. on the morning of February 14, a bright red light was seen moving eastward over the Airport by the Radio Operator, the Met. man and the Tower Controller on duty at the Airport. The light moved to a point about four miles east and appeared to hold in that position. Detroit ATC and Selfridge Radar were notified. The Provincial Police were also called and within a very few minutes there were 16 police officers in various cruisers at various positions seeing

the same light. Through checks and azimuth readings the height was fairly well determined at between 15 and 20 thousand feet.

After holding this position for about two minutes the light disappeared.

Whatever the light signified the three staff members seeing it have had to absorb considerable ribbing, friendly of course, from the other members of the staff.

The cartoon, showing men from Mars taking Tom Linklater, the radio operator concerned, with them, covers the situation graphically. J.G. Tizzard



ACROSS CANADA—
continued from page 6-Vancouver

ARCHIE BRUNDRETT—A PRESENTATION

A very quiet ceremony took place in the D.C.A.S. office on the afternoon of Friday May 21st, 1954 when Mrs. Brundrett, wife of "Archie" was presented with a billfold containing \$465.00 and also a parchment scroll to which was attached the names of all those who had been glad of the opportunity to show their appreciation of having associated with Archie in one way or another.

Archie, as those in this district know, has been superannuated due to ill health, after serving this Department faithfully and cheerfully for just over fifteen years.

Although he was head of our District Personnel Office at the time he became ill, his main love was radio. After nine years as radio operator with Union Steamships Co., he reported to Pachena Point D/F station on the West Coast of Vancouver Island on May 23rd, 1937. This station is operated by the Marine Radio Section of D.O.T.

In 1938 he was transferred to Vancouver Airport and was also temporary O.I.C. for four months prior to being detailed to Prince George Airport in September, 1941 as the original O.I.C. Under his excellent guidance, this new station was developed and placed in a smooth operating condition.

During the war years, when the airport was staffed by both R.C.A.F. and U.S.A.A.F., he patiently and cheerfully maintained liaison under trying circumstances.

In April, 1950 he was successful in the competition for head of Personnel, Vancouver District Headquarters, and served in that capacity until his unfortunate illness. He was a member of the "D.C.A.S." bowling team in the airport bowling league, and while not outstanding, could always be counted upon to produce those few extra points that are required to win games.

His main hobbies have always been woodworking and photography especially the latter. During the war years he was a movie enthusiast, developing his own black and white with great success. His attempts at colour were not quite so successful due to the limited knowledge available at that time.

The lovely billfold in which the money was presented was made by our Ann Zinkhan of Central Registry, and the parchment scroll which conveyed the sentiments of the staff, was lettered in "Old English" by our meticulous draftsman, George Little.

Although his condition is improving very slowly, we of the Vancouver District sincerely trust that Archie will eventually be able to return to active duty in one form or another.

If you hear a whooping and a hollering down in the vicinity of the second floor of the Winch Building during the noon hour, don't be alarmed, it is the table tennis gang doing their stuff.

Our revised lunch hour is too short to do any strolling or shopping so several of the District Office staff have gone in for the rugged sport of table tennis.

If you think that table tennis (don't you dare refer to it as "ping pong" around here) is a sissies' game, come on down some noon hour and have a look see.

We play a strictly doubles game as this allows the greatest number to participate. The pairs are usually chosen so that the really hot players are teamed up with a lesser light. The lesser lights, however, make up in trickery for their lack in power, which makes a very even combination.

DOT's visiting Vancouver, if you want some excitement while in town, just follow the sound down to the second floor any noon, Monday through Friday, between twelve and twelve forty, and get the thrill of your life.

C.A. Whittet.

EDITORS NOTE -Photos on back page are by Wilf Doucette.

THE PAS TRAPPERS FESTIVAL



The photo shows prize winning float won by DOT employees at the Northern Trappers Festival held at The Pas, Man., every year. Trappers from the area gather for a big jamboree, which now coincides with meetings of the Manitoba Fur Advisory Board. The first festivals were a revival of festivities which used to reign during the years when trappers, traders, and people from the North visited The Pas to watch the world championship 200-mile dog derby.

The Festival belongs to the people of the North. Besides its aim of publicizing the area and providing entertainment, its objective is to raise money for the construction of a typically northern museum, located at The Pas. Already a good start has been made, and the Festival Association is active in preparing plans for the structure.

During the four days of the jamboree, numerous displays are located around the town depicting northern life. Starting off the festivities is the float parade--

AIRPORT PERSONNEL IN PHOTO, left to right: "Doc" Docking, driver; Louise Steer as CPA stewardess; Edna Sloat in fire fighting asbestos suit. Tina Joyne as radio operator; Beele Clark for Civil Aviation; Nelson Ayres, holding Met. balloons and Lois Martin in asbestos suit. Out of sight on front of vehicle - Lois Docking, Vera Simpson and Les Martin.



MONTREAL DISTRICT SUGGESTION AWARD PRESENTATION PHOTOS.

Top: J.L. Blondeau, DCAS, (R) presents Norm Powe with award cheque. J.E. Goulet (R) Airport Manager at Quebec, presents cheque to Roland Blanchet, mechanic.

See also page 12



won this year by the two Department of Transport entries. Contests include tea boiling (from snow), jiggling and fiddling, ice fishing, muskrat skinning, trap setting, junior and lady dog races, ice-pole climbing and foot races.

There is also a contest for Fur Queen of the North, hard fought for by Churchill, Flin Flon, Cranberry Portage, and The Pas. The grand prize is a muskrat fur coat to the Fur Queen, and she and her troupe of princesses receive an all-expense trip to the Banff Winter Carnival.

Each year the Festival Association attempts to put on a bigger and better show than the year before. An ensemble of dance musicians gather together to keep those dancing feet on the go for every night of the Festival. But the dances do not end the day, for there is still a real Northern welcome awaiting you at the Mad Trappers Rendezvous . . . the Valhalla of the trappers which beggars description. This lasts from midnight until the last man goes home. Les Martin.

How to have an ACCIDENT

ALFRED G. LARKE
Employer Relations Editor

Is your plant so safe it's humdrum? Do you want your compensation insurance costs to zoom? Want to get your name in the paper? Here's how.

ANYBODY can have an accident. It takes no skill, no talent, no imagination. Even if a man decided to stand still in one spot the rest of his life, chances are an accident would eventually seek him out, come to him, and happen to him right there on the spot.

The world is full of impatient people, however, and this seems especially true of the industrial world. Too restless to wait for an accident to happen to them, they appear to go out looking for one that is about to occur and then to assume the proper position to have it occur to them.

The most striking example of this eagerness to meet an accident more than half way is the case of people, frequently reported in the newspapers, who play "Russian roulette."

This is the game in which one person, while his friends look on admiringly, loads a single bullet in a revolver, spins the chamber, points the gun at his head, then pulls the trigger. If he lives, he passes the gun to the next person. If he strikes the chamber with the bullet in it, he is expected to drop dead gracefully, without betraying any surprise.

People who play this kind of practical joke on themselves, or play it on others, are usually juvenile delinquents, and psychiatrists and sociologists have complicated things to say about them. But there are people just as abnormal in any fair-sized plant.

Consider the man who applies an airhose to a fellow-worker, the one who gives a hot-foot near moving machinery, the girl whose vanity drives her to wear high heels in the mill. Or the employer who waits for the accident reports to point out where safety devices are needed.

According to Accidentals Anonymous, a voluntary group of reformed risk-takers, the first sign a young man shows of his potentiality as a confirmed Accidental is when he touches his finger to wet paint to see if it's really wet.

The man who gives in to this impulse, they say, will soon find himself sticking his finger into fans to see if the blades are really flexible, or into buzz saws to see if it can duck between the teeth. This is a task about as exacting as keeping dry by running between the raindrops in a storm.

From here on, the patterns of the path to the accident ward or morgue are varied, but they are usually short.

Since having accidents comes so naturally to so many people, and the field is so full of talented amateurs, it may seem supererogatory to draw up a list of the best ways to have an accident, or to see that others have them.

First, it may be argued that no one really wants to have accidents. Maybe so, but if, like the National Safety Council staff, you read the daily—and incredible—reports of what accidents people have, and how they have them, you begin to wonder if anything but a desire to be hurt, or to hurt, could motivate them. Some people violate the law of averages as if it were a prohibition amendment.

Second, in any profession, the existence of a large number of talented amateurs makes it all the harder for the professional to do an out-

GRIN GRIMLY - OR - ANYTHING FOR A LAUGH

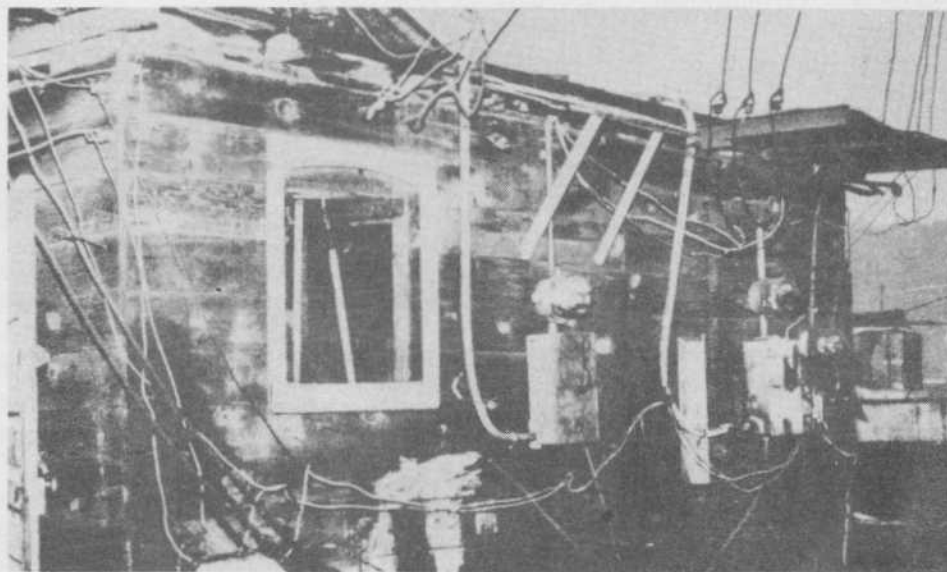
We hope you will get as much amusement out of reading the article "How to Have an Accident" as we did when we first saw it in the September issue of Dun's Review of Modern Industry.

In fact we enjoyed it so much that we asked that excellent publication for permission to reprint, which they very graciously granted.

A good laugh helps us all, but an accident is a serious affair, as anyone knows who has had one. For the individual it means pain, sometimes loss of income, hardship for the family unit, or permanent loss of health.

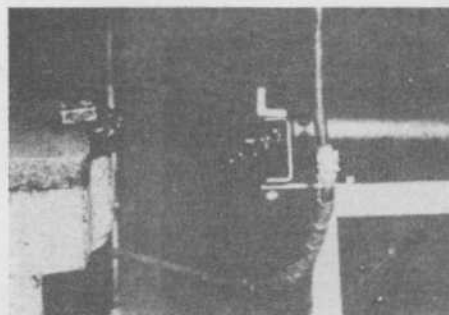
The record shows that one in every ten of you reading this article will have an accident this year!

So let's have a laugh at "How to Have an Accident" but be very serious about Safety.



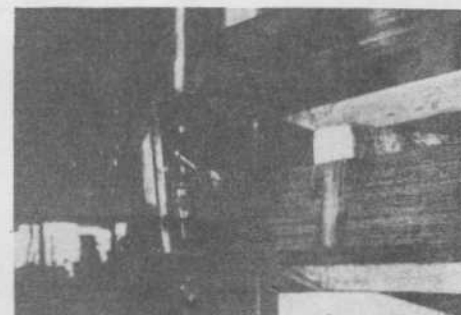
Boobytrap the place with live wires.

There's a sporting element in the amateur or Rube Goldberg approach to making accidents. It's intriguing, like a murder mystery. Problem: Which of the many wires is going to do the electrocuting?



Use time-bomb technique.

Set up high-voltage wire near sharp steel edge. Repair frays with adhesive tape or even chewing gum. Less amusing but more certain.



Mass-produce your mishaps.

Why be satisfied with shocking one man when it's so easy to get many at once? Ram steel sheets against fuse box, electrify them all.

standing job. The suggestions that follow should, therefore, be of aid.

And, even for the man who is trying to lead the safe and sane life, the photos here and the points that accompany them may serve as a handy what-not-to-do guide.

Pictures at left and far right are unposed, from current U. S. industry. Points beneath them are specific; those below relate to general policy.

Never encourage men to wear safety equipment; just fire them if they don't.

This policy will not only increase the probability of accidents; it will also build up trouble for the labor relations director. Why should the safety director be the only one to have a bad record?

If you do lay down strict safety rules, see that executives and visitors never obey them when they visit the shop.

Men in the shop will learn this way that the rules are just to impress the insurance company but aren't intended seriously because the boss himself doesn't believe in them.

Don't keep records of frequency and severity of accidents, or cost, either.

Somebody might discover how serious the safety problem is in your plant, how much it's costing in men, manhours, and money, and might demand that something be done about it.

Put the safety program under direction of an overburdened time clerk, a superannuated janitor, or your wife's nephew.

Assures that the plan will be ineffective, promises no interference with accidents, and at the same time takes care of a pensioner or, what amounts to the same thing, a relative.

Be sure supervision understands safety is a noble ideal, but production is what counts in getting ahead.

Leaves no false notions as to the relative importance of accident-prevention.

If circumstances compel inauguration of a safety program, see that the principles are pounded into foremen and workers the way a top sergeant teaches the manual of arms in a boot camp.

Maintains the conviction you're a tough cookie, know what's best for everybody, and haven't any time to waste on suggestions from the men whose limbs and lives you are presumably trying to save. Shows the personnel department what you think of their employee-participation ideas.

When you write up safety provisions, have a lawyer do it for you.

No use making things *too* easy to understand.



Try two-team American roulette. Procedure in this game is to load a hand truck so high it's sure to topple. Purpose is to see which of two teams load falls on.

Somebody might read, digest, and apply the rules if they aren't in gobbledygook.

Don't bother middle management with explanation or indoctrination.

Best way to assure they'll countermand any good work methods you may accidentally inspire which would interfere with maximum output and maximum short-range gain.

Don't let staff men inveigle you into a lot of "preventive maintenance."

It's all very well to point out that properly-working machines cause fewer accidents, but if you keep them from wearing out, how are the machine and truck manufacturers going to sell you new ones? They've got to live, haven't they?

Mark plant aisles with trails of oil and grease drippings down the middle, instead of yellow bands at the sides.

Lets people stack things out in the aisles a bit if they're short of storage space, and it's funny as a crutch when somebody slips on the oil—that's a bonus.

Warn foremen a couple of weeks before safety inspections.

This will let them get things in ship shape in plenty of time, save them the trouble of keeping prepared for unexpected inspections.

Keep the plant engineers out of the safety act as long as possible.

These fellows have all kinds of ideas, and if they engineer risks out of plant processes, how are you going to establish a *bad* safety record against which to match your *good* improvements?

Keep the plant medical man or advisor in his place, too.

If Sawbones gets out of the dispensary and into the plant, he may detect hazards you never thought of and suggest ways of avoiding them.

Put first aid material in some place hard to get to, like the women's lounge, and leave the key with someone nobody knows, or can't find.

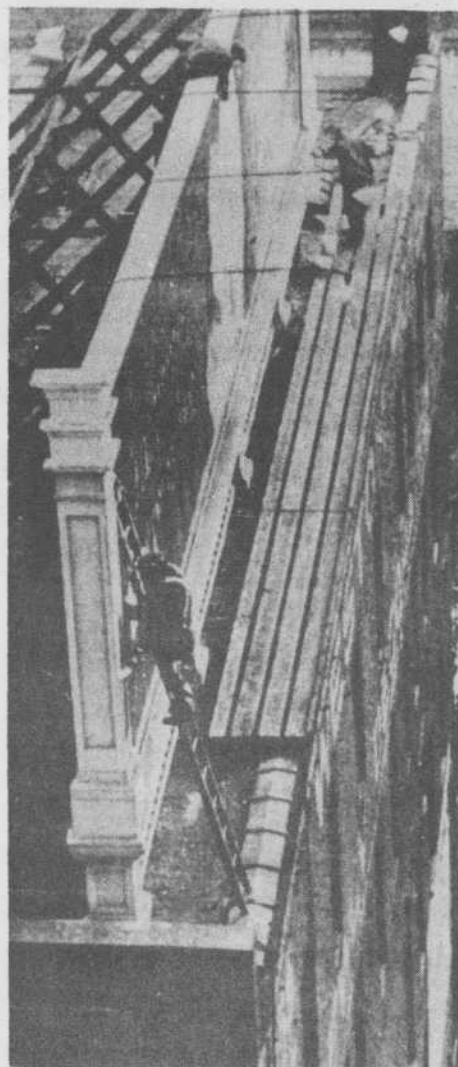
Many advantages here. It does away with need for a nurse, assures people won't be looking into first aid cabinet all the time and ordering frequent replacements, and gives injured employees as much good clean fun as a paper chase or scavenger hunt. It you're going to have accidents, may as well make sure they're good ones and the effects last as long as possible.

Go out in the plant and do something foolish; have an accident yourself.

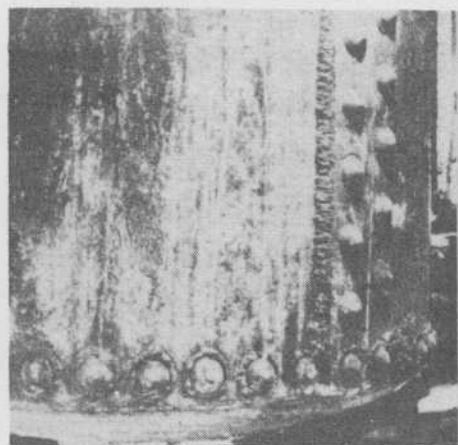
People look up to you, will follow the leader.



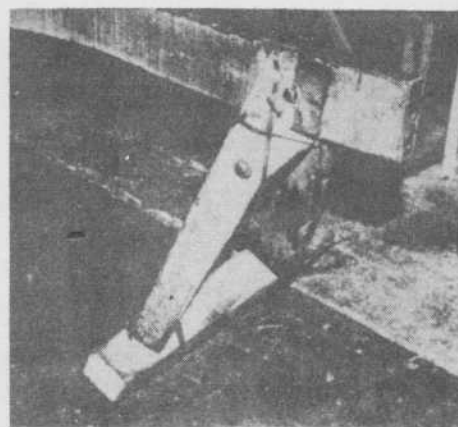
Get gay with gasoline. Leave pools of flammable solvents on drum tops, oily rags nearby for spontaneous combustion, metal trash to cause a spark.



Do something dizzy, daily. Any fool can paint a billboard from a scaffold or from a ladder shod with safety shoes. It takes courage to do it dauntlessly.



Never throw away anything old. If a boiler shell splits, weld it up. If rivets work loose, weld them back in. Double your insurance, up the pressure, and duck.



Never retire a tired horse. Old horses shouldn't die, let them just fade away. When bolts split out, use baling wire, string, or carpet tacks to replace them.



MERRIMAN RADIO PIONEER

The man who was co-inventor of the first electrical gramophone pick-up device and whose first recording is kept in the British Museum, has chosen a power bench saw for his home workshop as his retirement present from his fellow associates and hopes to start making things with it. Horace O. Merriman, M.B.E., B.A.Sc., E.E., P.Eng., Engineer in Charge of the Inductive Interference Section of the Department of Transport's Telecommunication Division, has retired after upwards of 35 years of service in the government.

May 21, his fellow workers in Telecommunications gathered together in No. 3 Building where Controller G.C.W. Browne made the presentation. Contributions to the parting gift came from Radio Branches across Canada. In the absence of Mrs. Merriman, owing to illness, Miss Catherine Merriman was presented with an orchid corsage by Miss Evelyn Smirle.

Born in Hamilton, Ontario, graduated from University of Toronto with his B.A.Sc. in 1911 and employed first with Ontario Hydro and later as a demonstrator at the University, Mr. Merriman served with the Royal Naval Air Force and the Royal Air Force in World War I. After the war, he worked in collaboration with the Hon. Lionel

Guest as co-inventor of the electrical gramophone pick-up device. The historic recordings were made by him in Westminster Abbey and recorded the first ceremony honoring the Unknown Soldier on November 11, 1920.

In the mid-twenties, the Department and the National Research Council joined forces in an investigation into general radio interference. The investigation was carried out by Mr. Merriman and was so successful that an Interference Section was organized in the Department under what was then the Radio Branch. As a result of this small beginning under Mr. Merriman, some thousands of interference sources are dealt with annually by his Inductive Interference Section. In 1932, Mr. Merriman was granted a degree in Electrical Engineering by the University of Toronto.

During World War II, Mr. Merriman assisted the armed services in the development of radio suppressors for vehicles, aircraft and ships, for which he was awarded the M.B.E. Since the war, he has been responsible to a large measure for drafting of specifications for interference suppressors applicable to various types of electrical equipment and devices for the Canadian Standards Association. He has also carried out extensive research in the measurement of electrical noise, particularly in connection with interference to television reception.

As his last contribution to the Service, Mr. Merriman has completed within the past few weeks, a comprehensive treatise on interference suppression. This is considered to be of such exceptional value to governmental research workers as well as to servicemen and electricians in the electronics field, that steps have been taken by the Department to have it printed.

Mr. Merriman is spending his first year of retirement visiting friends and relatives and travelling to various places in Europe.

Weather Observers

Forty-one officers on board certain Canadian merchant ships have received awards from the Meteorological Division of the Department of Transport for providing voluntary weather observations during 1953. The book "Image of Canada," a photographic Canadiana extracted from the picture files of the Canadian Geographic Journal and edited by Malvina Bolus, was the award given "as a token of appreciation for the excellence of the meteorological observing provided by officers of selected and supplementary Observing Ships in 1953" according to the citation.

These Canadian ships are part of a 2,000 international marine weather observing network which, by reporting weather conditions at specified times, contributes to the weather forecasts and warnings so necessary for the safety of life at sea and also for aviation and public weather forecasting.

While the Master, assisting officers and radio officer each contribute to the weather observing programme on designated ship, the principal observer is usually the Second Officer and in such cases he is the recipient of this year's award.

The ship's weather observer is required to report the position of his ship at the time of observation, give cloud conditions, wind direction and speed, visibility, present weather, any change of sky, haze, fog, rain, snow, drizzle and weather for the last six hours. He is also required to give the

barometer reading, temperature, direction and speed of ship, barometer changes in the last three hours, dew point and period and height of waves.

The report from each ship is sent out four times daily by radio to "Weather Halifax" or Washington or Rigby, according to the ship's position and the coded messages consist of as many as 19 groups of five figures each. On the other hand, the Meteorological Service broadcasts weather reports to ships at sea at set times each day in both plain language and code (up to 200 groups of five figures each) which enables the weather officer on a ship to make his own weather map analysis.

TRENT CANAL—A WORD OF APPRECIATION

Superintending Engineer, Trent Canal,
Peterborough, Ontario.

Gentlemen:

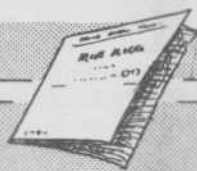
During the last two weeks of July last year I took my vacation aboard my pleasure cruiser, the "Last Chance." The 240 miles through the Trent Canal System was the high point of this trip and was made very enjoyable by the people along the Canal. Every lock-master was extremely courteous and cooperative and extended every service.

I wish that I could write each one of them a note of thanks, they made my trip one that will always be remembered. Please accept my sincere thanks to you and your people for a fine service efficiently rendered.

Sincerely yours,

John R. Dyar,
1377 Lakeland Ave.,
Lakewood, 7, Ohio.

ANY SUGGESTIONS!



Have you heard of the Suggestion Award Plan yet? A few people have and have been doing something about it. Everybody has good ideas from time to time but so few do anything about them. Here is an opportunity to make these ideas pay. "Cash for ideas" - Well - don't just stand there, suggest something!

Here are the awards so far made in the department. In some cases, photographs were made of the presentations and sent to "News on the Dot".

PERCY SHORTER

Percy Shorter of Canal Services, Welland, had a plan which contributed to safer and quicker vessel transit at his location, and was granted a cash award.

The presentation to Percy Shorter was made on Thursday, April 29 at Lock 8, Port Colborne, Welland Canal by J.H. Ramsay, Superintending Engineer. When he presented the certificate and award he made the following brief remarks:

"Mr. Shorter, I understand that you were born in Eastbourne, Sussex, England, 68 years ago and came to Canada as a man of 24; that you enlisted towards the end of 1915 and served overseas, being discharged in April, 1919; that you commenced employment on the Welland Canals on January 1st, 1920 and have continued in the employment of this canal to date, except for a period of about one year after the completion of construction of the canal. You started as a bridgeman and worked up to your present position of shift lock operator and water control officer at Lock 8.

You submitted to the Suggestion Award Board of the Department the suggestion that vessels southbound into Lock 8 which have to tie up before entering the lock, do so on the west side instead of on the east side, as was the general practice heretofore. In submitting your suggestion, you stated that tying up on the west side would permit north-bound ships clear passage along the east wall so that they would not have to go around the boats tied up on the east wall.

Your suggestion has been adopted by the Department and the Suggestion Award Committee has granted you this cheque.

This is the first award that has been granted to any employee of Canal Services and the Director, Canal Services, has asked me to thank you for your valuable contribution to the efficiency of the Canal Services and to express the hope that you and other employees of the Canal will submit numerous new ideas for the improvement of the service.

In presenting to you this cheque and this Certificate of Award, I wish to express my own appreciation and that of all your fellow employees for the suggestion you have submitted."



DAPHNE MOORE

Daphne Moore of Aids to Navigation, St. Johns, Newfoundland, is the first lady in the Department to be awarded a prize, by the Suggestion Award Committee, for her good idea. She received a Ronson Queen Anne table lighter, for suggesting that the intra-departmental correspondence paper be issued, perforated, for easier filing.

NORM POWE

Norm Powe, Meteorological Division, Montreal Airport, is richer too because of his ingenuity. While in the Gander Forecast Office, he developed a traffic conveyor which saves about a mile of steps every day back and forth from the forecasting room to the teletype office. (See also page 8)

FRED MONAGHAN



Roy Baxter, Director of Personnel, presents a well merited cheque to Fred Monaghan, on behalf of the Suggestion Award Committee of the Department of Transport. The Committee considered Fred's suggestion to be a real "time saver", and paid off accordingly.

The genial Fred has been widely known throughout the Department for a good few years, and is presently responsible for the administration of Leave and Attendance in the Air Services Branch, and the Superannuation functions of the Department.

ROLAND BLANCHET



Roland Blanchet of Quebec Airport is pictured here beside a greasing ramp of his own design. He received a cash grant through the Suggestion Award Plan for his efforts in constructing this equipment out of odd bits of existing materials. Congratulations Roland Blanchet!

← On sidewalk - H.E. Treble, Southern Division Supt., J. Haight, Lockmaster, Grade 5; P. Shorter, Canalman, Grade 4; J.H. Ramsay, Suptd. Eng. and A.J. Haywood, Lockmaster, Grade 5.
1st step - St. C. O'Connor, Electrical Supervisor; K. McLeod, Canalman, Grade 3; B. Lindsay, Mechanical Supervisor.
2nd step - G. Therrien, Canalman, Grade 1; C.E. Garrett, Canalman, Grade 1; W.H. Hallett, Bridgmaster, Grade 3; F. Burkett, Canalman, Grade 1 and Jack Haigh, Canalman, Grade 4.



THE CHAMPIONS. (Back) R.H. Harley, R. T. McCully, (Front) C. McManus, W.K. Taylor.

RALPH HARLEY CHAMPION

The people of Moncton and Department of Transport employees in particular, were thrilled when the R.T. McCully Curling Rink of Moncton Beaver Curling Club won the Ganong Trophy emblematic of Curling Supremacy in New Brunswick for 1954. The Lead of this team was Ralph H. Harley of the District Aviation Forecast Office at Moncton Airport.

The winning of the Ganong Trophy gave the McCully Rink the right to represent New Brunswick in the MacDonald Briar Bonsel held this year in Edmonton. Other members of the McCully Rink were Cecil McManus and Wilfred Taylor of Moncton.

The McCully Rink did not succeed in getting the MacDonald Briar Trophy away from Edmonton although they did make a commendable showing.

Ralph Harley started to curl in 1952 and his rapid rise to a championship Rink may seem unusual but not to those of us who know him for he is not a stranger to Championships.

In golf, Ralph has been on Willingdon Cup teams and played in Canadian Amateur Competitions at Edmonton in 1946, Quebec City in 1947, Hamilton in 1948, and Saskatoon in 1950. He was New Brunswick and Prince Edward Island Amateur Champion in 1946, Nova Scotia Amateur Champion in 1948, and Maritime Pro-Amateur Champion in 1951, and he has held the Moncton City and District Championship four times.

In bowling he has also excelled being a member of the Meteorological Office team at Yarmouth, N.S. which won the Town Championship in 1942 and 1943. He was a member of the Moncton Airport team which won the A.C.J.C. Mercantile League Championship in 1944. He had the highest average score in the Moncton City League in 1948 and the highest single score at the Maine-New Brunswick

DOT Personnel in the NEWS

Tournament held in Fredericton in 1950.

Our congratulations go to Ralph and his colleagues with every good wish for their future.

Ironically another Department employee W.C. Hopkins of the Telecommunications District Office Staff, was a member of the McCully Rink on several previous occasions when it had been a close contender for the Ganong Trophy. "Hoppy" now has his own Rink and made a good showing in Ganong Trophy finals this year.

PERCY SALTZMAN TV WEATHERMAN

Percy Saltzman, who gives the weather on the CBC-TV network, was presented with a television award by an American magazine, TV Guide, published in Rochester and Philadelphia, ran a popularity poll among its readers in the Lake Ontario region. Persons appearing on the four stations in this area, Rochester, Buffalo, Syracuse and Toronto, were eligible as candidates. The viewers were asked to send in their ballots for "the local TV personality most worthy of network recognition". Among the 32 winners were two from the CBC: a singer, and a meteorologist.



PHIL ELDRIDGE UN MISSION

The appointment of "Phil" Eldridge to the position of Radio Instructor, United Nations Technical Mission, Ethiopia, is another indication of the growing importance of this young Canada of ours in world affairs. He will be absent for a year and has taken his family with him. He has been granted a year's leave of absence to undertake this mission.

Before Phil Eldridge left for his post in Ethiopia, the staff of the Vancouver office met together to say goodbye and wish him a successful year. "Doc" Quealy, District Radio Aviation Engineer, made a presentation in his office consisting of two gifts, one, a large book called "World Wide Travellers' Guide." The other gift was a pen and pencil set.

The Eldridges left Vancouver by air for Geneva on February 12, where he will receive his instructions before proceeding to Addis Ababa, the Capital of Ethiopia. As they left, one wag was heard to remark, "Abyssinia"!

His duties in Ethiopia should not be too difficult as it is common knowledge that this race of peoples descended from Ham, the son of Noah.

Phil's earlier days in Radio (1928 to 1937) were spent at Estevan Point, Bull Harbour, Victoria and Vancouver with the former Department of Marine and Fisheries. When the Department of Transport was formed, he, with several others, became the nucleus of the Western Radio Aviation Section.

His first appointment was Officer in Charge, Princeton, where he not only operated the radio equipment, but also rebuilt one of the relief camp huts into a cosy dwelling.

He was transferred to Lethbridge as Officer in Charge succeeding Don McDougal and was appointed Assistant Technician soon after. He assisted Don in the maintenance of radio equipment in Alberta as well as installing new facilities on the North-west staging route.

In 1945, he was transferred to Ottawa but in 1949 made a trade with Technician C.W. Thomas of the Vancouver District and returned to the evergreen playground. Since that time, he has performed the duties of Senior Technician.

We all wish him the best of luck and it is rumoured that a certain P.T.A. Group in West Vancouver will miss him too.





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OUR FLOATING WEATHERMEN

One thousand miles out on the vast Pacific DOT weather-ships keep watch on Ocean Station 'P'. The weather is their business. Here are a few excerpts from a rough log of Patrol 14, made by G.M. Robertson, OIC Radio.

(The photos show the met and radio officers at work on board the 40 day vigil.)

Here we are ten days at sea, and I've just remembered I agreed to keep a rough log of the trip. Well, here's a brief resume of the trip so far.

We were supposed to sail around noon on Tuesday, December 29th, but it was suddenly discovered the movie projector hadn't come aboard. Well, we just couldn't sail without that.

Had a good run out the Straits, but next day we ran into head winds which gradually increased to gale force. We had gale force winds, varying between west and south all the way out to the edge of the grid, where we relieved the St. Catharines at 2 p.m. Friday.

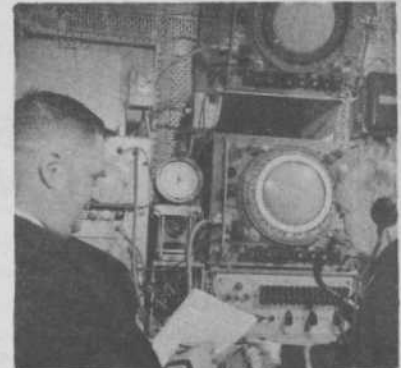
We started Radar runs on taking over from the St. Catharines -- in fact, we took their noon Rawin on Friday, as they were short of hydrogen. Well, it was no joke getting to the Radar shack during that storm. Spray was flying all the time and solid water coming over the gun deck every time her bows went down. Another thing we radar operators do not like is having to open that watertight door when the ship is rolling and pitching. One morning at five a.m. on my way to the radar office, I got as far as the wheelhouse when I heard the wind howling and saw, or rather felt, the seas coming over. I said, "To hell with it, there will be no radar run this morning."

The weather moderated about three days ago and the last two days have been quite nice: just a light swell. One of the new operators, de Montezuma, (Monty) has been quite seasick, and is still feeling rather woozy. However, he has always kept his watch, and I think he will be OK in a day or two.

12th Day - Nice weather again - moderate breeze and light swell. Monty is feeling very much better the last two days. Think he will be OK now.

16th Day - A third of the trip in today and the day operators change watches, so Condon and I stood the 8 to noon watch.

After a 40 day vigil at Ocean Station "P" the relieving weathership "St. Catharines" is a welcome sight.



UPPER AIR-LEVEL OPERATIONS. On deck releasing a rawin-sonde balloon twice daily, average ascent, 55,000 ft. Radar office where course of rawin balloon is tracked by radar for upper wind information. Radio Officers W.M. Granger and G.M. Robertson at work.



SURFACE OBSERVATIONS. Eight times daily then coded and radioed ashore. Bob Porter getting psychrometer to measure humidity.



RADIO AIDS. Weather ships also provide navigational aids to Pacific vessels and aircraft with direction finding, radar and beacon services. (Left) Radio Officers Cringan and Chuck Robertson. (Right) Radio Officer E. Woody and Bill Baxter.

27th Day - Another week gone by. Half the trip over now. Things have been comparatively quiet during the week, and the weather not too bad. Gales only about three quarters of the time. Our lowest temperature for the season was Thursday morning when it was 31 degrees. Much milder than it was ashore.

33rd Day - Blowing a whole gale with rough seas all day. Lorán working fine.

42nd Day, Friday, Feb. 12th - We were relieved by the St. Catharines at 2 p.m. PST today and now we are on our way home. The wind and sea are just abaft the beam, and we are rolling quite a bit.

Sunday night - Weather much improved today -- wind practically astern helping us along. We expect to dock about ten a.m. tomorrow morning. Have to box this typewriter in preparation for sending ashore, so this is all for this trip.

